

NOTE: These minutes do not constitute a verbatim transcription of the CPC meeting.

**CITY PLANNING COMMISSION
REGULAR MEETING
June 16, 2005**

APPROVED

Call to Order: The meeting was called to order by Chairperson Arthur Simons in the Committee of the Whole Room, 13th Floor of the Coleman A. Young Municipal Center, at 4:55 PM.

Roll Call: Present at the meeting were Commissioners Christensen, Glaser, Glenn, Jeffrey, Simons, Smith and Wendler. Absent were Commissioners Cason (excused) and Williams (excused).

Agenda: The Agenda was amended to remove Item III-F – Public hearing on the request of the Planning & Development Department and Grand Sakwa for PD (Planned Development District) site plan approval for the area of Lenox, the Detroit River, the Starboard Lagoon and Avondale in the Jefferson-Chalmers Urban Renewal Project area for the development of single-family housing. The public hearing was cancelled at the request of the petitioner.

Minutes: ACTION: Commissioner Glaser moved to approve the minutes of the Regular Meeting of May 19, 2005.
Commissioner Glenn seconded the motion.
Motion carried.

ACTION: Commissioner Glaser moved to approve the minutes of the Special Meeting of May 24, 2005.
Commissioner Glenn seconded the motion.
Motion carried.

PUBLIC HEARING--
Request of Steve Schafer to rezone property in area of Lindsay, Santa Maria, Biltmore, and W. McNichols from R1 to R3 for development of multi-family housing:

A public hearing was held on the request of Steven Schafer to rezone property in the area generally bounded by the alley first west of Lindsay Avenue, Santa Maria Avenue, the vacated alley first east of Biltmore Avenue, and the alley first north of W. McNichols Road from an R1 (Single-Family Residential District) zoning classification to an R3 (Low-Density Residential District) zoning classification for the development of multi-family housing.

CPC staff member Marcell Todd reviewed the background information, surrounding zoning and land use, and proposed development.

The petitioner is partnered with the land owner, Fellowship Associates, which is the pairing of Strather and Associates and Amandla, the non-profit arm of the Fellowship Chapel Church. The development calls for the construction of 132 units of market rate multi-family housing and accessory uses. Gilchrist between the alley north of McNichols and Santa Maria is proposed to be vacated and the abutting blocks are to be consolidated into one land mass. A total of 96 stacked ranches in eight 12-unit structures including garages are to be

constructed in that location. Internal circulation roads and walking paths, surface parking and green space featuring a central court that would replace the Gilchrist right-of-way are proposed. Three townhouse structures of six units each are proposed to be constructed along both Biltmore and Lindsey.

The subject property falls within the Greenfield Subsector of the City's Master Plan of Policies. The Future Land Use map for the subsector calls for a change from RL (low density residential) designation to an RM (medium density residential) designation in this area. The Rezoning Concept calls for the change in zoning from R1 to R3.

The petitioner originally requested a rezoning to PD (Planned Development District). However, CPC staff felt that the R3 zoning classification would be more than adequate to accommodate the development proposal. The R3 classification permits single, two, and low-density multi-family residential as a matter of right. The proposed layout of the units also meets the dimensional requirements of the zoning district. The subject property measures approximately 10 acres in size. The 132 proposed units yield a density of 13.2 units per acre, which exceeds the 12 unit per unit limit considered as low density. The site is located at the edge of a residential neighborhood bordered by a major thoroughfare.

The requested rezoning will facilitate the second phase of a larger redevelopment effort rooted in the original vision of Fellowship Chapel Church. The first phase, which was just recently completed, was the construction of a new church just north of the subject property fronting the south side of W. Outer Drive. This second phase also includes the construction of six single-family detached homes in the R1 zoning district to the northwest on the west side of Lindsey between W. Outer Drive and Santa Maria. The larger vision also calls for additional phases of residential development to the east and west, and the potential for commercial activities along McNichols to the south.

Herb Strather noted the success of the development team in completing other projects such as a Walgreen's at Greenfield and Grand River.

Mr. Strather reviewed the details of the proposed development. A total of 96 units would be constructed in eight low-rise twelve-unit structures. The units will contain 2-3 bedrooms and be offered at affordable market rates ranging in price from \$160,000-\$200,000. The units will be constructed on a land mass created by vacating Gilchrist and consolidating abutting blocks. The former Gilchrist right-of way will consist in part of the development of Mandela Park. The park would lead into Fellowship Church and would be open to all the people in the community.

Commissioner Glenn inquired as to the height of the buildings. He felt that the height might disfigure the neighborhood consisting of one-story structures. Mr. Strather responded that the buildings are two stories in height. He felt that density, not height, might be more of an issue. Commissioner Glenn expressed concern about constructing homes twice the height of the existing homes.

Upon questioning, Mr. Strather noted that the developer owns most of the properties on Oakfield.

Mr. Strather provided details on the construction of the single story luxury homes ranging in price from \$400-\$700,000.

Commissioner Simons inquired as to the lot size for the single-family homes. Mr. Strather noted the consolidation of 2 or 3 lots to accommodate each house.

Commissioner Jeffrey inquired as to whether the park can only be accessed through the Church property. Mr. Strather noted access from Santa Maria. The park would not be gated. The park would be open to the public.

Commissioner Glenn inquired as to height restrictions in the R3 zoning district. Mr. Todd cited a maximum height of four stories for multi-family structures. The proposed development itself is creating a district of its own. The character is residential and low in scale. Other multi-family structures exist in the area. The intent of the developer is to construct more single-family housing in the general area and scattered site infill.

Mr. Todd reviewed the traffic patterns. The closing of Gilchrist is the only change in the right-of-way flow. The proposed flow would make it easier to move in and around the commercial on McNichols. The change would result in a cleaner and clearer flow of through traffic. There would be a direct north/south flow from Gilchrist and Lindsey.

The following persons spoke at the public hearing.

Robert Allen, 17727 McNichols, expressed support. He inquired as to the timeline for completion of the project. The developers noted intent to break ground on the project this year. Upon questioning, the developer noted that no property on McNichols is being acquired for the project.

Ernest Mills, 17155 Ferguson, inquired as to plans for the area immediately east of the project and to the future of current residents. Felicia Turner of Fellowship noted that Phase 2 of the project involves infill housing on Ferguson, the eastern boundary of the development project. Phase 2 would also include providing home repair assistance. Phase 3 consists of the development of housing on Oakfield, the western boundary of the project. Phase 1 is expected to be completed in 1 ½ years; phase 2, 1 ½ years; and phase 3, in the future, which is the subject of today's hearing.

Lewis Broomfield, owner of a Jamaican food store at 16900-16940 McNichols, inquired as to whether the alley off of McNichols would be closed. Mr. Todd responded negatively.

Rosemary Campbell, 15773 Ashton, pastor of a church in the area, asked questions regarding the development and whether the housing would be open to everyone. Mr. Todd reviewed the site plan. Upon questioning, he pointed out that the alley that would continue to be used as it is today as well as provide access to the garages to the new houses. Mr. Strather noted that the housing would be open to everyone. The housing is for the benefit of the City.

The matter was taken under advisement.

PUBLIC
DISC—
Review of
final site plan
for the Motor
City Casino:

Further consideration was given to the request of Detroit Entertainment, L.L.C., d/b/a Motor City Casino, to approve the final development proposal for a casino in the SD5 (Special Development District for Casinos) zoning district generally bounded by Grand River, Elm, Trumbull, Spruce, Brooklyn, Pine and the Lodge Freeway.

CPC staff member Marcell Todd reviewed the background information and the final development proposal.

City Council approved the rezoning of the casino site to SD5 on April 29, 2005. The site plan and design proposal for MotorCity Casino has been modified somewhat from that presented during the rezoning process. The proposal still calls for a casino complex utilizing both new and existing construction, but there is far less new construction than previously proposed. The casino complex would contain approximately 100,000 square feet of gaming area as mandated by the development agreement between the City and MotorCity Casino, an 18-story 400 room hotel, a 1,200 seat multi-use theater space, and approximately 67,000 square feet of convention/event space and related uses (restaurants, bars, other entertainment, conference space, administrative offices, etc.). On-site parking facilities would include an existing and a new 4-story parking structure providing a total of approximately 3,740 spaces, and 356 spaces in the form of surface parking.

Giffels and Associates is now the architectural firm designing the casino. New site plans and drawings were included in the CPC table packets. The proposed building envelope is basically the same as before utilizing a variety of building materials. Mr. Todd noted changes to the design including materials. The design incorporates the use of glass, metal wall panels and EFIS (Exterior Finish Insulation System). The amount of EFIS material being used has been reduced from the original proposal. The overall character of the casino complex would be set by the use of large-scale graphics which have decreased slightly in size and number. The developer still proposes the use of super graphics depicting images of lifestyle, entertainment and casino specific activities.

Mr. Todd noted that numerous concerns were expressed at the time the Commission took action on the rezoning request on this matter in 2003 relative to the conceptual design and operation of the casino. While the proposed exterior character of the casino is generally the same, the layout and circulation have changed. Previously, the casino design was driven in part by a desire to provide all or at least the majority of the casino gaming floor on one level. The casino designer began to modify the proposal when it was determined that casino gaming on one level was not a core necessity to casino operation. The modification builds upon the current layout and operation of the temporary facility.

The new design reopens all but one segment of the streets that would have been closed by the previous proposal, and covers far less land. Temple and Brooklyn are retained as the primary access ways to the casino rather than employing the Lodge Service Drive and Spruce to the south. The hotel and the additional parking structure would be built at the southwest corner of the Brooklyn and Temple directly south of the existing valet building and parking deck. A small addition would be made to the first floor of the former Wonder Bread Bakery building at the north end for additional gaming area. A two-story addition to the Continental Bakery Building at the southeast corner of Brooklyn and Temple would be made to add the theater and convention facilities to the restaurants and food service facilities

currently housed in the existing structure. This addition would result in the only street vacation, the segment of Perry between Brooklyn and the Lodge Service Drive. These features would all be connected by existing and new spans bridging over Temple and Brooklyn. These modifications address many of the concerns raised by the City, area residents and property owners and MDOT. CPC staff is continuing its review in coordination with the Planning and Development Department, Traffic Engineering and other agencies.

Mr. Todd noted concern regarding the casino's desire to incorporate a video screen into the design.

Commissioner Simons inquired as to the location of the gaming area. Mr. Todd reviewed the site plan. The casino is still limited to 100,000 square feet of gaming area. However, it is being reconfigured over three levels of the complex.

Mike Stratte project manager for MotorCity Casino, Paul Jenkins of Jenkins Construction Co. and representatives of Giffels and Associates were present to respond to questions.

Mr. Stratte noted that the change in ownership of MotorCity Casino resulted in the hiring of a local architectural firm to finalize the design proposal. MotorCity has been working hard to make the design a more manageable project from a construction standpoint. He felt that many of the concerns expressed by the community and others had been addressed. MotorCity will continue to work with the community. The casino complex is expected to be completed by the end of 2007. Realistically speaking, groundbreaking is expected to take place in Spring 2006.

Commissioner Glaser inquired as to whether additional employees would be hired to staff the permanent casino. Mr. Stratte responded affirmatively citing the need for additional staff to service additional amenities, such as the hotel, theatre, convention facilities, etc. Cheryl Scott Dubie, legal counsel for MotorCity Casino, noted that MotorCity currently employs approximately 2,700 persons.

Commissioner Wendler felt that the proposed graphics are bright and exciting and did not have concerns with the video screen. However, she expressed concern regarding the use of EFIS. Mr. Stratte noted that the developer is working with the new architectural firm. The hotel tower will not be clad in EFIS.

Commissioner Glaser inquired as to whether local contractors are being hired to construct the permanent casino. Mr. Jenkins responded affirmatively noting that, at this time, all of the contractors are locally based.

Mr. Todd noted that the CPC office received a letter from The Greater Corktown Development Corporation expressing support for the proposal.

The following persons spoke at the public discussion.

Irene Anbender, 5211 Middlebelt, W. Bloomfield, who has inherited property located on the south side of Spruce, inquired as to what would happen to her property and to Spruce Street. A hodgepodge of uses remains in the area, including Brink's, two vacant lots and three houses. The casino is being developed as a little fortress. She questioned how the design relates to the surrounding area. Ms. Anbender questioned what she would be able to do with property that overlooks a parking lot. She felt that her property would look like a "sore thumb." She cited the need for an overall development plan for a remaining small triangle of land. Mr. Todd noted the developer's desire to include that property in the development proposal and legal constraints in acquiring all of that property. Mr. Todd cited properties to the south, which the developer is not interested in acquiring. The developers are only looking to complete acquisition of properties that would assist in improving the property already owned by the casino. Upon questioning, Mr. Todd noted that parking for the Teamsters had been in the area before.

Ms. Anbender felt that the CPC had the power now to make the Casino interested in acquiring properties to the south. Mr. Todd noted that only property to the north of Spruce is zoned SD5. Prior to that the property was zoned PD for the temporary casino. The PD included properties owned by the Teamsters which were to be acquired by the Casino. When that acquisition fell through, the properties were removed from the rezoning. Mr. Todd noted the areas zoned B5 and R2, which were not rezoned. Ms. Anbender questioned how the City could zone an area for a parking lot. Three residences can just look at cars. She questioned how the City is going to protect that area from the zoning. Mr. Todd noted some opportunity to provide zoning protection. Zoning evaluations take into account surrounding conflicts. Mr. Todd noted that the rezoning and development of the temporary casino has pushed this area further into transition. Other persons in the area have been improving and enhancing their residential properties. Ms. Anbender suggested rezoning the entire block of Spruce to SD5.

Robin West Smith, 92 Adelaide, a graduate student, inquired as to whether the new site plans and design drawings distributed at today's meeting were available to the general public and reuse of the temporary casino. Ms. Smith noted the potential for traffic conflicts and congestion given the proximity to the theatre district in the area of Masonic Temple, and the baseball stadium. She suggested either making some of the streets one-way or widening them. Mr. Todd responded that the drawings and plans were available to the general public. He noted that CPC staff will be meeting with Traffic Engineering and MDOT to continue to address traffic flow patterns. At this time, it has not been determined whether streets will be made one-way or widened. He noted that the current traffic circulation plan is far superior to the one previously proposed. The casino is building upon existing traffic patterns in the area.

Stephen Miller, 6045 John C. Lodge, expressed support for the development as proposed. He felt the design was beautiful and would attract a lot of people. Mr. Miller expressed concern about the "fortress" attitude which might turn the development into an island onto its own. The fortress mentality needs to be broken as part of the zoning process. People arriving from outside of the City would drive into a parking lot and immediately walk through overhead passageways into the casino complex. They will go directly into the casino and hotel and then leave the City. "They will never hit the streets." The City should try to keep those people in Detroit. Mr. Miller proposed looking at providing benefits to the

local businesses in the area, e.g., commercial on Grand River. Access should be provided to Grand River and attempts should be made to attract businesses to that area. Opportunities should exist for employment outside of the casinos. The City should be developing projects that spill over in the surrounding areas.

Commissioner Wendler questioned whether there was any opportunity for pedestrian access separate from the parking structures. Mr. Todd noted that CPC staff shares some of the same concerns expressed by Mr. Miller. He cited the Gaming Control Board's restrictions, regulations of the States, and the need for heavy security which prohibited a more integrated neighborhood design allowing for entry at the ground level.

The matter was taken under advisement.

PUBLIC
HRG.--
Waterfront
East
Dev.
Project:

A public hearing was held on the request of the Economic Development Corporation of Detroit (EDC) to amend and restate the current Project Plan for the Waterfront Reclamation and Casino Development Project, which would become known as the Waterfront East Development Project.

Present for the public hearing were Art Papapanos, Will Tamminga, Mark Dempsey and Scott Veldhuis of the EDC.

CPC staff members Gregory Moots and Marcell Todd reviewed the background information and summarized the Project Plan.

The proposed amended and restated Project Plan includes comprehensive text changes and related map revisions. The main purpose of the proposal is to eliminate the references to waterfront casino development and to instead facilitate mixed-use redevelopment within the Project Area, including recreational uses and public access to the Detroit River. There are provisions for the condemnation of private property included in this amended and restated Plan.

The Project Area consists of approximately 137 acres located east of the central business district and primarily south of East Jefferson and also includes the north-south former railroad corridor running from East Jefferson to Gratiot along St. Aubin/Orleans. E. Jefferson, Chene, the Detroit River, Rivard, Guoin, and Riopelle generally bound the Project Area, while the north-south corridor is bounded by Orleans, Gratiot, St. Aubin and East Jefferson.

The Plan shows the creation of the RiverWalk along the Detroit River, as designed by the Detroit Riverfront Conservancy, and the creation of a State Park generally located south of Atwater and west of St. Aubin. Two areas south of Atwater, at the foot of Riopelle and west of Chene, are proposed for private development. The City intends to develop the approximately 90 acres that it has acquired within the Project Area for residential and commercial uses.

Project Plan improvements include demolition of buildings, environmental remediation, site preparation, and relocation and/or rehabilitation of existing infrastructure and the construction of new infrastructure, including roads, sidewalks, parking, water and sewer

lines, public lighting facilities, and open spaces for the general use of the public. The former railroad corridor running between Gratiot and E. Jefferson is shown as being converted to a bike and walking path, with enough space retained for possible future rail use. The path will be constructed with funds garnered by the Greater Downtown Partnership; the Detroit Riverfront Conservancy (DRFC) would maintain and operate it upon completion.

Right-of-way changes in the Plan include the vacation of Guoin between Riopelle and Rivard, the reopening of Guoin between St. Aubin and Chene, the widening of Riopelle between E. Jefferson and Atwater and of Atwater between Rivard and Orleans, and the reestablishment of the vacated Dequindre right-of-way between Gratiot and Atwater Streets.

Land acquisition and improvements to the infrastructure have been or will be funded from \$200 million in bond proceeds. The State of Michigan will provide an estimated \$25-40 million for the State Park. Another \$600 million in private investment is projected in order to realize the proposed redevelopment of the area.

The activities of the Project Plan would be funded through \$250 million in bond proceeds, land sale proceeds and various grants. The private sector financing cannot be determined at this time.

Public improvements are estimated to take approximately 48 to 60 months to complete from the adoption of the Plan. The State indicates that the State Park could be ready by 2010. The surface parking lot at Atwater and Rivard could be completed by the first quarter of 2006, while the RiverWalk is expected to be completed by some reasonable time after the last phase begins construction at the end of 2007. It is not possible to provide a schedule for private improvements at this time since the extent and nature of them is not yet known. However, requests for proposals should begin going out within six months of the adoption of the Plan.

Anticipated zoning changes include rezoning to PR (Parks and Recreation) to accommodate the expansion of the State Park, and to SD4 (Special Development District, riverfront mixed use) to facilitate the reuse of the current cement silos for the State Park and residential/mixed use developments.

The Project Area falls into the Near East Riverfront Subsector of the Master Plan of Policies. The designations within the Area are MP (Major Park), SRC (Special Residential Commercial), and SC (Special Commercial). The uses anticipated in the Project Plan are consistent with a few exceptions. The commercial and residential uses along the riverfront would be inconsistent with the MP land use designation. The same may be true for the SC designation south of Atwater between Rivard and Riopelle. This matter could be addressed in an amendment to the current Master Plan or included as part of the comprehensive Master Plan amendment prepared by P&DD.

The EDC staff reconstituted the Citizen District Council for this project. The CDC held four meetings before voting to approve the amendment. Some members of the CDC, who are also members of the Riverfront East Alliance (REAL), were adamant about changing one particular portion of the Plan. They felt that the buildings on the block of Franklin between Riopelle and Orleans and the one at 1500 Woodbridge should be saved from demolition and

included in the Plan for potential adaptive reuse and renovation. The EDC had performed investigations of these and the other City-owned properties in order to determine the condition and viability of the structures. The EDC found that of these six particular buildings, there was no architectural or historical significance that would warrant retention and that some of the buildings were in a condition deemed infeasible to rehabilitate and/or were in conflict with another provision of the Plan. Mr. Todd noted that recently the REAL coalition and the EDC have reached an agreement regarding the buildings.

Mr. Papapanos noted that in 1999 City Council approved the Waterfront Reclamation Casino Development Project Plan. The purpose of the Project Plan was to establish an economic development project through which casino development could take place while reclaiming the privately held properties on the river's edge flanking St. Aubin and Chene Parks for additional recreation land providing more public access. The casinos were developed in other areas of the city. The original Project Plan should be amended to allow other plans for the East Riverfront. The proposed Project Plan along with the plans for the Mt. Elliott-Wight Development Project and Springwells Industrial Park Project are interrelated.

Mr. Tamminga provided background information on the interrelations of the three projects and their relationship to the East Riverfront District Plan, known as the Cooper Robertson Plan. The East Riverfront District Plan covers a 350 acre district bounded by Rivard, E. Jefferson Ave., the McArthur Bridge and the Detroit River.

A copy of the East Riverfront District Plan was included in the CPC packets.

The intent of the Plan is to determine a form and character for the district that expresses the vision while acknowledging current physical and market conditions; identifying those elements that are critical to achieving the intended form and character; establishing the locations of the major plan components and developing specific design strategies for critical plan elements; and identifying specific public actions to be taken to establish the Plan and creating a physical and procedural environment conducive to private investment and redevelopment.

The overall plan defines the riverfront, retail and redevelopment areas. It opens up view corridors and integrates riverwalk features. It supports adaptive reuse with some exceptions.

EDC staff has begun performing environmental assessments on City controlled properties and will begin soliciting proposals for engineering services for infrastructure improvements.

The former Uniroyal site is proposed to be developed as a mixed-use site containing 2,000 units of housing.

Mr. Belduis reviewed details of the Waterfront East Development Project.

The EDC staff met with the original CDC establishment for the 1999 project. The CDC adopted the EDC Project Plan as presented on May 23, 2005. The EDC believes that the proposed improvements would encourage mixed-use development. The EDC proposes to incorporate into an RFP the development of an adaptive reuse for 1500 Woodbridge.

Commissioner Jeffrey cited rumors to do away with Chene Park. He questioned where persons would park if the EDC takes the parcel of land across the street from Chene Park. He felt that taking that parcel would give greater justification for eliminating Chene Park from the riverfront.

Mr. Veldhuis noted that that would be determined in the future only when entertainment was no longer the designated use. Mr. Tamminga noted that the overall plan must include a long-term vision. At this point, the use of the parcels is entertainment. The EDC expects that that use will continue. Commissioner Jeffrey felt that if the CPC agrees that that parcel could be used for something else 10 years from now, the Commission would be agreeing that the parcel could not longer be used for parking. Once the parking is removed, Chene Park becomes a problem. The CPC would be approving a plan that states that the parcel which is now used for parking for Chene Park could be used for something else in the future.

Mr. Veldhuis noted that the City owns the parcels. Mr. Tamminga noted that the use of Chene Park is controlled by City Council. The Cooper Robertson Plan expresses the potential future use of those lots. Another use of those properties could not occur unless approved by City Council. Commissioner Jeffrey inquired as to other options for the use of the parcel than parking for entertainment. Mr. Tamminga responded that the EDC did not have any other options.

Commissioner Jeffrey expressed opposition to endorsing a plan that would remove parking for Chene Park.

Commissioner Wendler questioned how infrastructure improvements were decided and whether making improvements to the infrastructure prior to securing development was putting the "horse before the cart." Mr. Tamminga noted the selection process for engineering services to establish a defined set of infrastructure improvements. Mr. Veldhuis noted that the City is maintaining the existing grid of streets.

Commissioner Wendler cited the need to use multiple developers and the need for diversity in design.

Commissioner Wendler requested clarification on the EDC's position that some of the buildings on Franklin were in a condition deemed infeasible to rehabilitate and/or were in conflict with another provision of the Plan.

Commissioner Wendler hoped that the EDC would avoid pursuing developments with a "sterile" design type. Because infrastructure is being done ahead of development, the EDC is dictating how one fits into a certain development rather than asking what is the most creative development for a certain area. Mr. Moots noted that the developments would probably be phased. Improving the infrastructure first will not limit the development. The EDC is defining the parcel edge and naming the boundaries.

Commissioner Wendler expressed concern about located parking structures on the East Riverfront.

Commissioner Jeffrey expressed support for providing pedestrian access to the riverfront via the Dequindre cut.

Commissioner Jeffrey inquired as to the Planning and Development Department's (P&DD) position on the Project Plan. Mr. Todd noted that the new Zoning Ordinance includes the riverfront overlay district. Mr. Papapanos responded that P&DD has issued letters of support for all three Project Plans.

Upon questioning, Mr. Tamminga responded that as long as entertainment is the use for Chene Park, parking is the preferred use for the parcel across from Chene Park. Commissioner Jeffrey inquired as to whether Chene Park is included in the overall plan for the Riverfront. Mr. Tamminga noted that the Plan supports park space.

The following persons spoke at the public hearing.

Steve Wasko, 771 Seminole, President of REAL, commended the EDC staff for their work and graciousness in continuing to meet with REAL to address their concerns. REAL agrees with 95% of the Project Plan including the retention of existing street grid and commitments to the community. The first choice of REAL and other partners such as the Detroit Historic Neighborhoods Coalition is to support the preservation and rehabilitation of the 1500 block of Franklin, and envisioned a "Franklin Street at Rivertown". As late as this afternoon, REAL met with the EDC staff and a compromise was reached. The EDC has agreed to a number of terms. REAL now supports moving ahead with the entire plan. The agreement points include identifying the former Woodbridge Lofts as a structure which developers will be strongly encouraged and worked with to preserve and develop for adaptive reuse. The structure should be secured and sealed as early as possible to protect the property. The REAL coalition and EDC leadership have a shared vision for adaptive reuse and see such as the dominant development priority across the entire remaining Rivertown area. Measures and programs will be sought to discourage demolition and enable property upkeep in the area. A representative of the REAL coalition will participate with EDC staff in the crafting of the RFP process. Emphasis will be placed on providing first floor retail especially on Franklin St. The REAL coalition and EDC leadership will continue to meet, inviting other mutually agreeable parties locally and nationally to generate a shared philosophy as to how development goes forward in a city such as Detroit with countless older and historic structures. Upon questioning, Mr. Wasko responded that the REAL coalition has agreed to support the plan as is given the EDC's agreement to the four points. Commissioner Wendler noted that in order for the four points to be enforceable, they should be incorporated into the project plan. She commended the EDC and the coalition partners for coming to an agreement but wanted to make sure that the points become substantive either by amending the Project Plan or executing a contractual agreement.

Elaine Weingarden, 8162 E. Jefferson, Carol Weisfeld, 1334 Joliet, and Cordelia Brown, 1365 Joliet Place, members of REAL, supported the comments of Mr. Wasko. They did not speak because they had given their time to Mr. Wasko.

Evelyn Johnston, 1943 Pembridge Place, a member of REAL, noted same concerns as Mr. Wasko and the importance of addressing infrastructure elements, such as roadways, sewers, lighting, and to take into account the density of people.

Penny DeVauil, 1254 Navarre Place, Detroit, an owner of properties on Franklin and Woodbridge, expressed concern that private property owners are not included and that she has to attend CPC public discussions in order to learn about the overall project plan. The EDC is only talking about infrastructure and other improvements to City-owned properties, which are adjacent to privately-owned properties. Do the improvements stop at the private property? Ms. DeVauil noted that the area has been devastated by the previous project plan. Owners of private properties have suffered greatly. How will the plan affect existing property owners? Will they receive assistance to draw patrons to the privately-owned properties?

Mr. Tamminga noted the first phase of development, which is expected to inspire private investments and redevelopment. He pointed out that the plan allows for the expansion of infrastructure improvements; however, there is no budget. Ms. DeVauil complained that the existing owners have been paying taxes but not receiving any benefits. The owners conceived plans for their properties in 1988 prior to the casino project. The earlier plans were consistent with the Master Plan. That plan has been "wiped off the map." The area has been decimated. It is not fair that the existing owners should be asked to wait again. Upon questioning, Ms. DeVauil noted that she lost tenants because of the conditions in the area. Her property now stands vacant. Streetlights have been out for the past three months.

Kurt T. Spieles, 1944 Edison St., representing Francis Grunow of Preservation Wayne, expressed support for the plan in light of the agreement between the REAL coalition and the EDC regarding the inclusion of the four points. Preservation Wayne had originally been in opposition to the demolition of the six structures on Franklin.

Verl Jenn Pittman, 250 Harbortown Dr., a member of the CDC, expressed opposition to the creation of a walkway across private properties in Harbortown. She felt that many of the members of the CDC have been treated in a dismissive way. The waterfront does not belong to a few developers. She questioned whether the City would be blocking the potential for transportation by removing the railroad tracks. Ms. Pittman felt that there appeared to be a lack of compassion for humans. She cited the need for an overall unified plan. Mr. Todd reviewed the location of the walkway being created by the Detroit Riverfront Conservancy and easement agreements between the new owners of Harbortown and the Conservancy. He noted arrangements for segregation between shared public spaces and private properties of Harbortown.

Arthur Mullen of Cityscape submitted a letter dated June 16, 2005 in opposition to the proposed demolition of the city-owned buildings in Rivertown. Simple urban redevelopment principles, proven country-side, clearly demonstrate that redevelopment grows out from historic preservation projects. Successful quality district redevelopment projects begin with historic preservation components, and new construction then infills the district and then new construction grows out from these areas of activity. Density should be encouraged and as many buildings as possible should be preserved. Mr. Mullen agreed with the comments of Commissioner Wendler in pursuing different styles and diversity rather than going after "cookie cutter" developments.

Anna Holden, 8430 E. Jefferson, #217, a member of the Sierra Club, expressed concern about the broad scope of the project and the need to include public recreational uses and greenspace. Land should be used for public recreation. The former Uniroyal site should be preserved almost entirely for recreation. Ms. Holden cited that need for infrastructure improvements to support transportation. Public transit is need in that area. She supported using the Dequindre cut for public transit. Ms. Holden noted the area is replete with industrial contamination and carcinogens. The area has to be cleaned up before it is rebuilt. She supported adaptive reuse of the existing buildings. If the existing building are reused, the City is then saving the “flavor” of the past. Emphasis should be on reuse of existing structures. Ms. Holden expressed concern about the density of proposed housing in the area. It is not wise to put all of the City’s housing developments in one part of the City. If families are brought in, the City will need schools. She cited the need for many more public hearings on the project plan.

The matter was taken under advisement.

PUBLIC
HRG.—
Spring-
Wells
Industrial
Park
Project
Plan:

A public hearing was held on the request of the Economic Development Corporation of Detroit (EDC) to approve the proposed Springwells Industrial Park Project Plan.

Present for the public hearing were Art Papapanos, Wil Tamminga, Michael Dempsey and Scott Veldhuis of the EDC.

CPC staff member Gregory Moots reviewed the background information and reviewed the Project Plan.

In 1998, City Council approved the Waterfront Reclamation and Casino Development Project Plan (the Casino Plan). This Plan was subsequently amended on January 29, 1999, and it is this Plan that is still in effect. The Plan allowed the EDC to carry out activities approved in the Development Agreements between the City and the casino developers, including the acquisition of properties in the Near East Riverfront (NER) area for the casino complexes and the creation of the waterfront park described in that Plan.

A part of that Plan included the acquisition and relocation of the cement companies located in the NER on the waterfront. Pursuant to that Plan, the EDC obtained the rights to acquire approximately 80 acres of property on the west riverfront (known variously as the “Detroit Coke”, “Springwells”, and “Allied Signal” site) as a site for the relocated cement plants. Minergy, a company proposing to convert sewerage sludge from the Detroit Water and Sewerage Department Waster Water Treatment Plant to glass aggregate, purchased two lots in this area to construct a facility, but at this time that proposal is not moving forward and the EDC is in the process of buying those lots back from Minergy.

While the casinos are now not going on the NER, as a part of the settlement reached between the casino developers and the City, the cement plants are still being relocated to allow for the creation of the State park and development parcels. Those cement plants who choose to move will move to or have moved to the Springwells site. Proceeds from the EDC’s Waterfront Reclamation and Casino Development Project bonds have been used to fund the improvements on the Springwells site through the Casino Plan. The EDC believes it is appropriate to adopt a project plan for the development of the Springwells Industrial

Park Project (the Plan) so that it may complete the conversion of the property into an industrial subdivision and dispose of the lots in a manner consistent with Public Act 338.

The Project Area is located in southwest Detroit, at the confluence of the Detroit and Rouge Rivers, immediately adjacent to Zug Island.

The proposed Project Plan describes property acquisition activities, existing and proposed land uses, site demolition and improvements, utility changes, and the method of financing the project.

The Project Area contains the ferry dock of the Detroit Windsor Truck Ferry and the newly relocated LaFarge Midwest cement processing plant, and a railroad spur. A new roadway that accesses the riverfront properties, including the cement plant, has been completed. Four existing structures may be demolished if required by the site's end users. The rest of the site is vacant. The proposed uses are industrial, consistent with the area's zoning of M5 (Special Industrial district).

The Project Plan includes improvements to public and private utilities, infrastructure, including streets, curbs, public lighting facilities, seawalls, water mains and sewers to be demolished, relocated, altered, repaired and/or newly constructed as deemed necessary through the design process set forth in the Development Agreement. The Detroit River will also be dredged to facilitate docking operations.

The Koenig Fuel and Supply Company plans to install a cement storage and batch mix plant on the site, but negotiations are not yet complete.

Public improvements are estimated at \$15.5 million. The value of recently constructed and currently proposed private facilities is in excess of \$5 million. The improvements are estimated to take approximately 8 months from the adoption of the Plan. No schedule is established for the unidentified private improvements.

The zoning is anticipated to remain M5 (Special Industrial district).

The EDC issued \$148,080,000 in taxable and tax-exempt bonds to fund the Casino Project. These have also been used for the acquisition of the Project Area, the relocation of the businesses from the Casino Project area, and the preparation of the Project Area to accommodate the relocation of the businesses from the Casino Project area.

The Master Plan designation for the Project Area is "Port or Industrial", which is consistent with the uses proposed in this plan.

There was no one present to speak in favor of or opposition to the Project Plan.

The matter was taken under advisement.

PUBLIC
HRG.—
Mt. Elliott-
Wight
Dev.
Project
Plan:

A public hearing was held on the request of the Economic Development Corporation of Detroit (EDC) to approve the proposed Mt. Elliott-Wight Development Project Plan.

Present for the public hearing were Art Papapanos, Will Tamminga, Michael Dempsey and Scott Veldhuis of the EDC.

CPC staff member Gregory Moots reviewed the background information and summarized the project plan.

The Detroit Riverfront Conservancy has requested the assistance of the EDC in constructing a portion of the Detroit RiverWalk between Harbortown and the former Uniroyal property. The EDC will also undertake infrastructure improvements in the adjacent area. A total of 13 acres is included in the Project Area, generally bounded by Harbortown, Wight Street, the Detroit River, and the former Uniroyal property. In addition to the RiverWalk development, the EDC may accept a lease or title from the City for the former United States Coast Guard (USCG) Light House Depot located in Mt. Elliott Park to facilitate the renovation and redevelopment of the building for public or private use. The EDC may also construct buoy storage and maintenance facilities for the USCG on land provided to the USCG by the City. These improvements for the USCG are in return for the conveyance to the EDC of land owned by the USCG adjacent to the former Holnam Cement property on the river between Joseph Campau and Chene, for future private development.

The proposed land uses for the Project Area include recreational and park, as well as residential/commercial mixed-uses, and include the existing USCG facility. Approximately one acre within Mt. Elliott Park may be conveyed to the USCG, and the EDC would construct buoy storage and maintenance facilities on that land. The Light House Depot may be renovated for public, private, or combined public-private use. The EDC proposes to construct a portion of the RiverWalk around the USCG facility and across Mt. Elliott Park. This would be conveyed to the DRC. The Purvis Foster industrial facility will remain unchanged.

The proposed Project Plan describes property acquisition activities, existing and proposed land uses, site demolition and improvements, utility changes, and the method of financing the project.

Public improvements and RiverWalk construction are estimated at \$1.6 million. The modifications to the USCG facility are estimated at \$964, 590. The improvements are expected to be completed in 2-3 years.

Two zoning changes are proposed. The first is from PR (Parks and Recreation) to SD4 (Special Development District, riverfront mixed use) for the area adjacent to and north of the USCG facility to accommodate the expansion of the USCG facility. The second is also from PR to SD4 for the area containing the Light House Depot and its associated parking. This would allow the redevelopment of the Light House Depot property to other than recreational use.

Other than the one acre of the park that may be conveyed to the USCG, Mount Elliott Park will remain open space. The proposed RiverWalk construction could also be considered open space.

Pursuant to the Waterfront Reclamation and Casino Development Project, the EDC issued \$148,080,000 in taxable and tax-exempt bonds to fund the Casino Project. A portion of those funds is proposed to be used for public and other infrastructure improvements described by this Plan. In addition, approximately \$1.22 million in Federal Intermodal Surface Transportation Efficiency Act (ISTEA) grant funds is proposed to be spent for

improvements in Mt. Elliott Park and for streetscapes on Wight Street and Mt. Elliott Avenue.

The Master Plan designation for the Project Area is “Major Park” east of Mt. Elliott and “Special Residential/Open Space” west of that street. It appears that the proposed uses are consistent with the Master Plan.

Mr. Dempsey provided details of the Plan. He noted that there aren’t any residents in the project plan area and the formation of a citizens district council was not required to be formed. The RiverWalk will generally follow the existing pathway through Mt. Elliott Park.

Commissioner Wendler inquired as to whether the City is losing park property and gaining development. Mr. Dempsey responded affirmatively noting that approximately 1 acre of Mt. Elliott Park would be given to the USCG.

Mr. Papapanos noted that the City of Detroit needs development and tax revenues. The City has lost 55% of its population but the infrastructure elements have remained the same. The City welcomes jobs, General Motors, EDS, and housing. He noted that the Detroit Economic Growth Corporation provides services to the Brownfield Redevelopment Development Authority (BRDA). The BRDA has adopted 85 brownfield plans. Over 3,000 housing units throughout the City of Detroit are to be rehabbed.

Commissioner Jeffrey inquired to as why the City stopped purchasing property at the time it was acquiring land for the casino sites. Mr. Papapanos responded that revenue bond receipts pay for land acquisition. The revised casino development agreements allowed the City to keep \$150 million in bond proceeds. Money was used to purchase all of the land and relocation of the cement silos. The \$150 million is now almost depleted. The City always knew that there never was enough money to acquire all of the private properties.

There was no one present to speak in favor or opposition to the Project Plan.

The matter was taken under advisement.

Further consideration was given to approval of the Master Plan for Historic Fort Wayne.

CPC staff member Michael Adebayo presented CPC staff’s analysis which was included in CPC staff’s June 10, 2005 report to the Commission.

CPC staff recommended approval of the proposed Master Plan for Historic Fort Wayne with the following comments.

CPC staff recommended that the elements of the proposed Master Plan for Historic Fort Wayne be incorporated into the new proposed Master Plan of Policies once the plan for Historic Fort Wayne is adopted.

Because the only viable mode of governance is the “Authority” model, CPC staff recommended that the Historical Department consider the “Authority” model for the re-development of Fort Wayne.

OLD
BUS.--
Master
Plan for
Historic
Fort
Wayne:

Because the future land use for Historic Fort Wayne is incompatible with the proposed land use in both the existing and proposed Master Plan of Policies, CPC staff recommended that the appropriate land use be determined and incorporated in the City's new Master Plan. Because the current zoning of Single-Family Residential is not consistent with the proposed Master Plan for Historic Fort Wayne, CPC staff recommend that the property be rezoned following adoption of the plan.

CPC staff recommended that the housing, office and retail developments proposed in phase II be considered for the first phase of the Master Plan. Proceeds from the above could be used as part of the funding for other phases.

There is a need for an agency with experience in regional recreation operations to be involved in the redevelopment of Fort Wayne. CPC staff, therefore, recommend that the Huron Clinton Metropolitan Authority (HCMA) play a role in the redevelopment of Fort Wayne.

Various sources of National Park Service funding, such as the Certified Local Government (CLG) program, Federal Incentives program, Save America's Treasures Grants and Historic Preservation Fund, should be explored to help implement the plan.

CPC staff recommended that the Detroit Historical Department explore other sources of funding for the Fort, e.g. buy a brick program, admission fees to concerts, camping fees, tours, etc.

CPC staff recommended that the Detroit Historical Department continue to attract more visitors to the Fort, not only from the Detroit area but also from throughout the Great Lakes region, by publicizing the activities at the Fort through magazines, newspapers, radio spots, and frequent activities.

**ACTION: Commissioner Jeffrey moved to accept the CPC staff recommendation.
Commissioner Christensen seconded the motion.
Motion carried.**

Director's
Report:

Ms. Bruhn presented the Director's Report.

Recent City Council actions included approval of the Master Plan amendment for the McDougall Hunt Rehabilitation Project area as recommended by the Commission.

City Council held a discussion on June 13 with representatives of the Buildings and Safety Engineering Department (B&SE) on the City's need to enforce the law and assess property owners for the City's cost to demolish their property. Council members repeatedly asked about the process, e.g., what is the process, who is responsible, who sends out the notices, who is assessed, how are property owners assessed and is anyone following the law. Because all parties were not present, and because the B&SE was unprepared to answer the questions at the time, the meeting was rescheduled. Departments invited to the next discussion include B&SE, Finance/Assessor's, Law and the Mayor's office.

The Buildings and Safety Engineering Department reported that it is sending out 200 violation notices per day, four days a week. Commissioner Glenn requested that Medina Noor of the Department of Administrative Hearings (DAH) be invited to the CPC meeting of July 21 rather than July 7 to give an update on that Department.

Commissioner Glaser inquired as to how to advise a citizen who was issued a violation from the DAH. The citizen resides across the street from a dilapidated building owned by the City of Detroit. The citizen is questioning why she is being cited when the City is not taking of its own properties. Ms. Bruhn suggested that the citizen call 311 to contact the Buildings and Safety Engineering Department (B&SE). If the citizen does not get a response, she should follow up with a letter to B&SE and then to City Council. The citizen would still have to attend the hearing before the DAH.

Commissioner Wendler commended the Recreation Department for its efforts in cutting the grass on a regular basis at Belle Isle and Patton Park.

Commissioner Glaser inquired as to the length of time it takes the City to fill in a hole left after the demolition of a house.

Commissioner Glaser noted that the City has not resolved the issue of providing relief for the poor who are issued violations by the DAH.

Adjournment: The meeting was adjourned at 9:00 PM.